



CALIFORNIA'S KUCHEL
Quandary for a moderate.

at Concord Bridge have thrown down their guns . . . ?"

Off & Running. The speech brought an estimated \$750,000 in campaign contributions, was rebroadcast by state G.O.P. leaders, and, for Reagan, resulted in a flood of speaking invitations that still average around 100 a week and come from all parts of the U.S.

As of last week, Ronald Reagan, 54, was off and running for Governor of California. The boyishly handsome good guy in some two-score movies (*King's Row*, *Accidents Will Happen*), and more lately the host and sometimes hero of TV's *Death Valley Days*, Reagan, away from the floodlights, has long been politically concerned. As president of the Screen Actors Guild in the late '40s, he helped block a Communist attempt to take over Hollywood's trade unions. In 1959, when 20th Century-Fox laid on a feast for the visiting Russian Premier Nikita Khrushchev, Reagan refused to attend.

Yet Reagan had never run for political office. This year, perhaps inspired by Actor George Murphy's successful 1964 G.O.P. campaign for U.S. Senator, Reagan set his sights on California's Republican gubernatorial primary next June. He has not yet officially declared, says that he is merely testing sentiment. To that end, he barnstormed through northern California last week by auto (he never flies). He has already hired the Los Angeles political management firm of Spencer-Roberts & Associates, which has handled some of the state's top Republican candidates, is busy building a statewide organization. One thousand persons have contributed to a "Friends of Ronald Reagan" committee.

Near Panic. Reagan's race has touched off near panic among supporters of the state's moderate Republican leader, Senator Thomas Kuchel. One of Kuchel's followers, Los Angeles Congressman Alphonzo Bell, is telephoning businessmen, urging them to abandon Reagan on grounds that his nomination would drive moderate Republicans into helping re-elect Democratic Governor Edmund G. Brown. The G.O.P. moderates are also attempting to persuade

Kuchel, 54, to oppose the actor. However, Kuchel is reluctant to leave the Senate for a try at the Sacramento statehouse, has not made up his mind. "I'm in a quandary," Kuchel confesses. "I wake up in the middle of the night wondering about this."

Last week Kuchel got some ingenious advice from none other than Democrat Pat Brown. During a Washington visit, the Governor mourned that it would be "a real tragedy" for California to lose Kuchel from the Senate "and have a freshman Senator [Murphy] representing California in Washington." Brown pointed to Kuchel's twelve years of seniority and expertise "in water problems and other fields." Said Brown: "I have tremendous respect for Senator Kuchel. We've worked closely as a team. But if he becomes my opponent, my respect for him will diminish." The Governor conceded that he had not bothered to discuss his suggestions with Kuchel, explaining, "I hoped he would read it in the newspapers."

INVESTIGATIONS

Your Friendly Tax Collector

Internal Revenue Commissioner Sheldon Cohen recently seemed downright sheepish when he publicly admitted that some of his Service's agents used wiretaps and even more sophisticated instruments of snooper to get evidence against tax dodgers, both real and imagined. "Neither I nor my closest assistants knew until quite recently of departures from the Service's prescribed policies," he told Missouri Democrat Edward V. Long, chairman of a Senate Judiciary subcommittee investigating federal encroachments on citizens' privacy. Cohen promised to right any injustices, then said of his agents: "While we must temper their zeal with controlled judgment, we cannot categorically deprive them of tools and training with legitimate, exemplary uses."

Watching the Sunbather. Last week, as the Long subcommittee continued its hearings, it became clear that since 1961, when Attorney General Robert Kennedy launched his great federal anti-crime drive, some IRS men had operated with untamed zeal—and had certainly not lacked tools for poking into peoples' private affairs.

Take, for example, former Boston Agent John W. Harris, who served for 16 years with the IRS before he became one of some 100 agents indicted for bribery over the past two years. Harris told the subcommittee that in 1963 his unit suspected a Milton, Mass., tavern owner named Bernard McGarry of tax evasion, and that for six weeks IRS men watched McGarry's house with "sniperscopes"—a World War II vintage infra-red telescope that allows an observer to see 175 yds. in the dark, and "snooperscopes," a smaller version with a range of 30 yds. Harris said that IRS men were certain McGarry had a vault in the basement. They finally decided to open it, with or without permission. If they found a large amount of cash in the vault, that might help prove that McGarry was making more money than he claimed. Harris recalled the afternoon they got their chance: "The sun was still out. Mrs. McGarry was sunning herself. We observed her through binoculars." Eventually, Mrs. McGarry left the premises, and the IRS men went into the house. They found no money. Eventually, the Government brought charges against McGarry, but once the IRS shenanigans were revealed, the case was dropped.

Coast Guard Masque. Long's hearings revealed many other IRS cloak-and-daggerisms. In Pittsburgh, agents had even electronically bugged the official IRS seal in the Chamber of Commerce building, and put behind the plaque a two-way mirror and a camera. In Baltimore, Pittsburgh, Detroit, Montgomery and Kansas City, IRS con-



CHAIRMAN LONG WITH SNIPERSCOPE
School for buggers.

ference rooms were equipped with two-way mirrors or hidden microphones so that agents could watch or hear taxpayers and their lawyers while they conversed. In Boston, an IRS agent disguised himself as a Coast Guard petty officer (although it is a federal offense to impersonate a military man) so he could more easily bug an IRS conference room at a Coast Guard base.

As for wiretapping, Pittsburgh IRS officials had an old Bell Telephone Co. truck in 1961, outfitted their agents to look like phone company employees. Cresson O. Davis, a Pittsburgh IRS intelligence expert, admitted to Long's subcommittee that they had used the truck to install wiretaps. Davis said a network was hooked up to the den of his home for four months so he could tune in on three different tapped lines. Pennsylvania law prohibits wiretaps of any kind, but Davis told Long's subcommittee that he had not been aware of that until recently. Anyway, said Davis, "they conducted schools in Washington where our agents were taught to wiretap, to plant microphones, and so forth, so it was my understanding that it was proper practice."

Sure enough, the IRS admitted that it did have a school—the Technical Investigative Aids School—where selected agents could brush up on the latest in electronic devices. One graduate, Boston IRS Agent James J. O'Neill ('61), testified that he had learned to rig telephone wiretaps, to bug automobiles, to operate a wide variety of electronic devices. Included were the Miniphone, a 6-in.-long transmitter that can be concealed within an agent's clothing, and the "Penn register," an 18-in.-long device that is installed on a telephone pole near a suspect's home, then is hooked up to a mobile unit at a later time to coincide with the suspect's phone calls, so that it can record both the phone numbers dialed and the conversations.

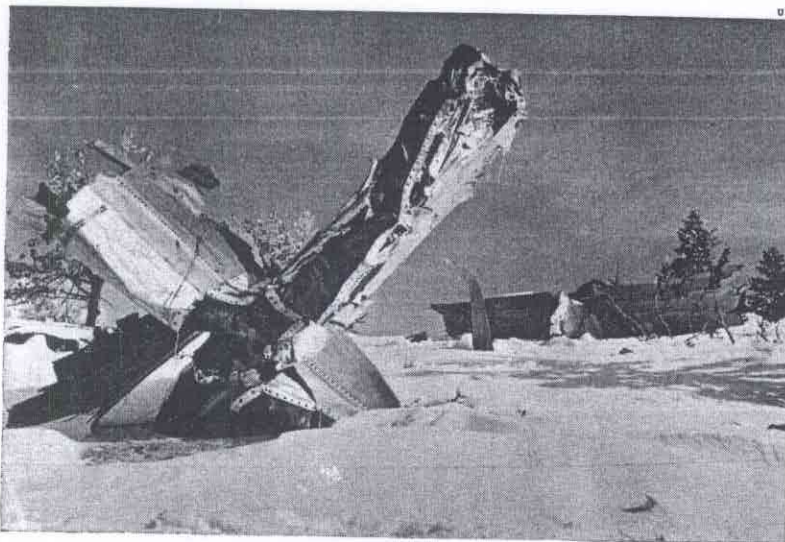
O'Neill allowed as how he was also familiar with "burglar tools," and told the subcommittee that in Boston he had once picked a house lock so he could sneak in to install a wiretap. Long gasped, "You mean they also taught you lock picking in Washington?" O'Neill said "Yes."

Of the 26 federal agencies involved in the all-out anti-crime drive begun by Attorney General Kennedy, the IRS has produced the "best" record, accounting for 60% of all convictions to date. Considering its methods, small wonder.

AVIATION

"Flight 901A..."

Shortly before noon on March 1, 1964, a four-engine Constellation operated by California's Paradise Airlines smashed into a snow-covered mountainside near Lake Tahoe on the California-Nevada border. All 85 aboard were killed. Now, after a 16-month investigation of the crash, the Civil Aeronau-



WRECKED PARADISE PLANE NEAR TAHOE
False course to tragedy.

tics Board has released a report finding that if the plane had been flying only 300 ft. higher or 300 yds. to the right, the disaster might have been averted. According to the CAB, the crash was caused by pilot error, sloppy ground maintenance, faulty equipment—and the falsification of a weather report by a Paradise official.

Three days after the smashup, Paradise's operating license was suspended. Later, when the outfit's license expired, the Federal Aviation Agency refused to renew it. At the time of the crash, Paradise Airlines was a two-year-old, scheduled, intrastate California carrier, flying leased planes between Oakland, San Jose and Lake Tahoe. It also had permission to operate charter flights to and from the Tahoe area. The doomed plane, Flight 901A, was a combination chartered and regularly scheduled flight.

"Sticky" Altimeter. During the eight months before the crash, the Constellation's compass system had been reported malfunctioning no fewer than eleven times. The CAB found that at the time the plane hit the mountainside, the compass may have been as much as 15° off. Only the day before, a Paradise pilot who was flying the plane had complained that his altimeter had been "sticky" during descents, remaining stationary for a while, then suddenly registering a 150-ft. to 200-ft. drop. As for the copilot's altimeter, it registered 100 ft. below sea level when the plane was on the ground at sea level.

The night before its last flight, the aircraft and its instruments were serviced—after a fashion. Paradise had no maintenance crews or facilities of its own, farmed out all such work to an FAA-approved Oakland maintenance station with licensed mechanics. The CAB found that the mechanic who worked on the Paradise plane's compass had never before dealt with one like it; moreover, he did not take the

trouble to consult any available technical manuals for guidance. The altimeters were adjusted by another mechanic, who later told CAB investigators that he could not quite recall whether he had tightened a vital screw.

Flying Blind. Thus blinded before it ever left the ground, Flight 901A, piloted by Captain Henry Norris, 45, flew from Oakland to Salinas, where it picked up a party of 18 charter passengers for a one-day trip to the Tahoe casinos. The plane next landed at San Jose, taking aboard 63 more, filling it to its passenger capacity. At the San Jose stopover, Captain Norris received a weather report from the Tahoe Valley Airport. According to the CAB, Paradise's Tahoe station manager, presumably unwilling to turn away a lucrative flight, had changed an official weather report, causing Captain Norris to believe that thin, broken clouds existed in the Tahoe area, where, in fact, there were heavy clouds, snow showers and icing conditions.

Approaching his destination confronted by weather conditions that he had not been led to expect, and flying a plane that was not equipped with de-icing devices, Captain Norris asked for and got permission to climb to 15,000 ft. At 11:21 a.m., he said that he could see the south shore of Lake Tahoe. Eight minutes later, he radioed: "Flight 901A..." Then his radio went dead.

The CAB surmised that Norris, finding himself in a blizzard as he started to land, abandoned his authorized approach and headed eastward at 9,000 ft. toward what he hoped would be clear sky. "Then, either because they believed they had sufficient altitude to clear the terrain or because they were unable to climb higher due to structural ice, the aircraft leveled off," said the CAB. "At that time they struck the first trees and were unable to avoid the final impact with the mountain."